

RECORD OF DECISION
for the
Southern Intertie Project
Kenai Peninsula to Anchorage, Alaska

Rural Utilities Service,
U.S. Department of Agriculture

October 2002

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I. INTRODUCTION

The following Record of Decision (ROD) has been prepared in accordance with the Rural Utilities Service (RUS) Environmental Policies and Procedures, 7 CFR 1794.63, and the Council on Environmental Quality Regulations, 40 CFR Section 1505.2, for the implementation of the National Environmental Policy Act of 1969 (NEPA).

The RUS, an agency of the U.S. Department of Agriculture, served as the lead federal agency and prepared the Environmental Impact Statement (EIS) for the Southern Intertie Project. The U.S. Fish and Wildlife Service (USFWS) and U.S. Army Corps of Engineers (USACE) participated as cooperating agencies in the review of the environmental planning process and preparation of the EIS.

The Intertie Participants Group (IPG), also referred to as the Applicant, is proposing to construct an electrical transmission line between the Kenai Peninsula and Anchorage in south-central Alaska. This 138kV transmission line, known as the Southern Intertie Project, is proposed as a system improvement project to increase the overall Railbelt electrical system reliability and transfer of energy capabilities between the Kenai Peninsula and Anchorage. Members of the IPG include Golden Valley Electric Association (GVEA), Matanuska Electric Association (MEA), Chugach Electric Association (CEA), Anchorage Municipal Light and Power (AML&P), Homer Electric Association (HEA), and the City of Seward.

The Draft EIS was made available to the U.S. Environmental Protection Agency (EPA) and the general public on October 5, 2001. Notices of availability of the Draft EIS (DEIS) were published in the *Federal Register* on October 3, 2001 (Volume 66, Number 192, pages 50396 and 59397) by RUS and on October 5, 2001 (Volume 66, Number 194, page 51036) by EPA. The RUS notice requested that written comments be addressed to the RUS contact in Washington, D.C. by December 5, 2002.

The formal comment period for the DEIS was extended to accommodate mail screening requirements at the time. The Final EIS (FEIS) was made available to the EPA and the public on July 12, 2002. Notices of availability of the FEIS were published in the *Federal Register* on July 10, 2002 (Volume 67, Number 132, pages 45701 and 45702) by RUS, and on July 12, 2002 (Volume 67, Number 134, page 46185) by EPA. The wait period on the FEIS ended on August 12, 2002.

The Applicant has filed for a right-of-way for the Enstar Route alternative across federal lands on the Kenai National Wildlife Refuge (KNWR), a Conservation System Unit designated under the Alaska National Interest Land Conservation Act (ANILCA). Rights-of-way across Conservation System Units for transportation and utility systems are governed by regulations (43 CFR Part 36) implementing Title XI of ANILCA. The USFWS completed a ROD on September 11, 2002 for the project. The Applicant has also submitted a 404 permit application for the Enstar Route alternative with the USACE. In addition to the rules governed by ANILCA (43 CFR Part 36), the USACE also evaluates 404 permits under the guidance of Section 10 Rivers and Harbors

Act 1899 (33 U.S.C. 403), Section 404 /Clean Water Act (33 U.S.C. 1344), and Section 404(b)(1) Guidelines of the Clean Water Act (40CFR 230).

II. DECISIONS

This ROD documents findings specific to whether the RUS decision will provide financial assistance to participating RUS borrowers. The RUS Assistant Administrator of Electric Programs is the Responsible Official for this decision. The RUS decision is based on a review of the Project's technical and economic justification, reliability, environmental issues and impacts, and the location in its entirety (federally managed lands and private property). In addition to the RUS decision on financing the project, the USFWS and USACE each had permit applications to review as part of the NEPA process and have prepared separate RODs.

Rural Utilities Service

The decision of RUS is that the NEPA process is satisfied with respect to a request for financing assistance from Golden Valley Electric Association, an IPG member, for the construction of the Southern Intertie Project from the Kenai Peninsula to Anchorage, Alaska. The construction of the project will be undertaken in accordance with the FEIS.

The RUS preferred alternative is the Tesoro Route. This alternative will consist of overhead, underground and submarine cable segments of 138 kilovolt (kV) transmission line. The overall length varies from 62 to 63.2 miles depending on which of the three Turnagain Arm crossing alternatives is selected.

The Tesoro Route alternative connects the Bernice Lake Substation on the Kenai Peninsula and the Pt. Woronzof Substation in Anchorage. This route begins as an overhead transmission line at the existing Bernice Lake Substation near Nikiski (Route Option A), and parallels the North Kenai Road to the southern end of Captain Cook State Recreation Area (SRA). Underground cable would parallel the North Kenai Road through the Captain Cook SRA and would also occur where the route is adjacent to two local airstrips along the North Kenai Spur Road. The line would transition back to overhead beyond the northern end on the Captain Cook SRA and would be located in a transportation/utility corridor designated by the Kenai Peninsula Borough (KPB), including segments that parallel the Tesoro pipeline to Pt. Possession. Through coordination with the KPB the route in this location could be modified to parallel newly platted utility rights-of-way. The Tesoro Route would also cross one parcel of Native conveyed lands, near Grey Cliff Lake (less than 1 mile). Section 22(g) of the Alaska Native Claims Settlement Act (ANCSA) permitting and regulatory requirements would apply to these lands.

Upon entering the KNWR boundary at Pt. Possession, the route would parallel the existing Tesoro pipeline in a perpetual right-of-way easement that has been reserved by The Conservation Fund through conveyance of the property to the USFWS. The reserved easement includes

“access for construction and maintenance, for a proposed electric transmission line, known as the Southern Intertie, to be located within Sections 17 and 20, Township 11 North, Range 6 West. This electric transmission line shall be roughly parallel to an existing buried pipeline that crosses the same sections.” (Warranty Deed signed August 23, 2002 between The Conservation Fund and USFWS). Section 22(g) of ANCSA would still apply to these lands.

From Pt. Possession, route option B crosses Turnagain Arm by submarine cable via Fire Island to the Pt. Woronzof Substation. The line would transition to overhead in order to cross the island, and then return to submarine cable to connect to the Pt. Woronzof Substation.

Route option C would start at Pt. Possession and cross the Turnagain Arm by submarine cable and would connect directly to a landing at the Pt. Woronzof Substation. The routing of the proposed submarine cable would have to avoid the 14 cables that currently terminate at that location.

Route option D/N also starts at Pt. Possession but would cross Turnagain Arm by submarine cable directly to Pt. Campbell. The transition station has been tentatively located in Kincaid Park. From that location underground cable would parallel the Tesoro pipeline and the relocated Airport Access Road to the Pt. Woronzof Substation.

As stated in the FEIS the RUS preferred alternative route between Pt. Possession and Anchorage is Option D/N. This preference is based on economic, technical, and environmental factors. As is shown in Table 2-4 of the FEIS, the submarine cable route between Pt. Possession and Pt. Campbell (Option D) is the shortest (13.9 miles), which consequently results in the lowest total life cycle cost. No serious technical issues have been identified with a cable landing at Pt. Campbell as compared to Pt. Woronzof where routing of the proposed cable would have to avoid the 14 cables that currently terminate at that location. Concerns have been raised by agencies and the public about potential impacts from submarine cable installation on Beluga Whales. If the risk of potential impacts is proportional to length, the proposed route contains the least amount of submarine cable and should represent the route with the lowest potential impacts. Modifying or curtailing construction and maintenance activities during calving season and other sensitive periods will further reduce impacts to Beluga Whales.

The overland route from Pt. Campbell to Pt. Woronzof (Option N) is approximately 4 miles. Selective mitigation has been proposed to reduce impacts. Directional boring will insure that the Coastal Trail is not impacted. The transition station will be located so as to minimize impacts to Kincaid Park. Underground construction is proposed for the entire route, which negates the visual impacts associated with above ground structures. Selective right-of-way clearing, using existing access for construction and maintenance, and paralleling existing or planned linear facilities (Tesoro pipeline and airport access road) will further reduce corridor impacts.

Coordination with the Municipality of Anchorage and the Airport Authority will determine the exact location of the transition station and underground cable route between Pt. Campbell and the Pt. Woronzof Substation .

In the event that the Applicant is unable to acquire permits for Route Option D/N, RUS believes that alternative Routes B and C are also environmentally acceptable and may be used by the Applicant for the routing of the transmission facility across the Turnagain Arm to reach the Pt. Woronzof Substation.

The RUS's decision is based on the following documents:

- Southern Intertie Route Selection Study (1996)
- Update and Reevaluation of the Economic Benefits of the Southern Intertie Project, Final Report (March 1998)
- Southern Intertie Project Scoping Report (February 1997)
- Southern Intertie Project Final Environmental Analysis (July 1999)
- Southern Intertie Project Draft Environmental Impact Statement (October 5, 2001)
- Southern Intertie Project Final Environmental Impact Statement (July 2, 2002)
- Comments Received on the Southern Intertie Project Final Environmental Impact Statement (August 2002)

U.S. Fish and Wildlife Service

The USFWS has denied the application for a right-of-way permit for the Enstar Route alternative on lands within the KNWR. The decision was made in accordance with the requirements of Title XI of ANILCA and the National Wildlife Refuge System Administration Act of 1966 ([NWRSA] [16 U.S.C. 668dd]), as amended. The decision is based on the following findings: (1) there is an economically feasible and prudent alternative to crossing the KNWR; (2) the project would result in significant adverse impacts to the natural and other resources of the KNWR; and (3) the project as proposed would not be compatible with the purposes for which the KNWR was established or the Mission of the National Wildlife Refuge System (see FEIS, Volume I, Appendix A and the ROD signed September 11, 2002). As described in the FEIS, the USFWS has identified the Tesoro Route as the environmentally preferred alternative.

U.S. Army Corps of Engineers

The USACE conducted a Draft Section 404 (b)(1) Evaluation for the Enstar route (see FEIS, Volume I, Appendix B) in accordance with transportation and utility systems in, across, and access into, Conservation Systems Units in Alaska under ANILCA (43 CFR Part 36). The Draft Section 404 (b)(1) Evaluation indicates that construction of the transmission line along the Tesoro Route alternative (Route Option A) with any of the three Turnagain Arm crossing options (B, C, or D/N) is a less damaging practicable alternative to the Applicant's Enstar proposal, without significant impacts to aquatic resources.

III. DESCRIPTION OF PROJECT

Project Need

The Project is located within the Railbelt electrical system, a power grid that electrically connects central and south-central Alaska from Homer to Fairbanks. The system allows the six participating utility companies, also referred to as the Railbelt Utilities, to sell and buy power to and from each other, taking advantage of lower costs in other areas, and to provide back-up power to each other. The IPG was formed by the Railbelt Utilities to improve electrical reliability and coordination within the Railbelt by working together to improve the interconnected system through intertie improvements and cooperative energy projects. The Southern Intertie Project is one of these cooperative projects.

This Project is needed because the existing Railbelt electrical system is deficient south of Anchorage. The 115kV Quartz Creek transmission line currently provides the sole path for coordinating the operation of generation on the Kenai Peninsula with Anchorage area generation. The line also is used to provide back-up power in the case of outages in the Anchorage area or on the Kenai Peninsula. The Quartz Creek transmission line is limited in electrical transfer capability (70 megawatts [MW]), and its ability to provide reliable back-up power during system outages is subject to outages from ice, wind, and snow loading. The line is also routed across known and historically active avalanche areas. To allow full use of the Kenai Peninsula generation, the intertie secure transfer capacity needs to be increased to 125 MW. The Project would provide the increased transmission capacity to make these higher transfers possible in a secure manner by creating a transmission loop to increase reliability and provide a second path for power to flow during an outage of the Quartz Creek transmission line.

In addition, the limitation of 70 MW of power transfer capability along the existing Quartz Creek transmission line reduces the ability to fully utilize the 120 MW generating capacity of the Bradley Lake Hydroelectric Project, owned by the State of Alaska. At the time the Power Sales Agreement for the Bradley Lake energy was signed, it was recognized that additional transmission line (interties) would be needed between the Kenai Peninsula and Fairbanks for system reinforcement and the capability to transfer the Bradley Lake hydro power throughout the Railbelt system. The 1992 Kenai Peninsula Borough Comprehensive Plan acknowledged that to fully utilize the Bradley Lake Project, additional transmission line upgrades are needed to carry power to Anchorage and Fairbanks.

Project Facilities

The following five separate types of facilities and associated construction techniques are required for the Project:

- Overhead Transmission Lines - Overhead transmission lines with the conductors supported on steel or wood structures are proposed for the Kenai Peninsula along North

Kenai Road and north of Captain Cook SRA. Primary transmission structure types will include single-shaft steel poles and steel X-towers. The right-of-way width will vary between 30 feet for single poles and 150 feet for X-tower structures. The number of structures per mile would range from approximately 13 (for single pole) to 7 (for X-towers).

- **Underground Lines** - Underground lines are composed of 138kV transmission line cables buried below ground surface in a duct bank. Underground lines are proposed in the Anchorage area between Pt. Campbell and the Pt. Woronzof Substation, and on the Kenai Peninsula in the Captain Cook SRA and adjacent to two airstrips along the North Kenai Road.
- **Submarine Cable** - Submarine cable is specially constructed to operate in a marine environment and is more rugged than the cables used on land. Submarine cable is proposed for crossing the Turnagain Arm.
- **Transition Stations** - A transition station is equipped to change a transmission line from one type to another. Transitions from overhead lines to underground or submarine cable, or from underground cable to submarine cable would be required for the Project. Terminal facilities for the submarine cables are included in the transition stations. Transition stations would be required near the landfalls for the submarine cable, and at selected locations along North Kenai Road, Pt. Possession, and the Anchorage area.
- **Substations and Reactive Compensation** - Substations are located at the ends of transmission lines and at generation plants, and are the points at which the electrical system is joined together to form a network. Reactive compensation involves installation of specialized equipment in a substation to provide voltage support for the system or to increase power flow across a transmission line segment. Modifications to existing substations would be required at the Pt. Woronzof Substation in the Anchorage area, and at the Bernice Lake Substation on the Kenai Peninsula. Modifications will also be required at the Dave's Creek Substation.

IV. RANGE OF ALTERNATIVES CONSIDERED

A range of alternatives were identified through public scoping, a comprehensive review of previous Project documentation, and emerging energy systems. Through a comprehensive screening process, each alternative was assessed for its ability to meet the stated purpose and need, and as a result, some alternatives were eliminated from further consideration. The range of alternatives is also responsive to scoping comments regarding environmental and social issues and alternative energy options. Alternatives that initially were considered but then eliminated are listed below and then specifically described:

■ **Alternatives to a new transmission line eliminated**

- *battery energy storage systems*: would only partially meet the purpose and need for the project due to its limited storage capacity, and was therefore eliminated
- *demand-side management and energy conservation*: focuses on managing a very small part of the load on the system, whereas the Project need is for improvements to the entire interconnected system
- *conventional new generation*: the overall system has an excess of generating capacity and was therefore eliminated
- *wind generation*: additional generation is not needed and was therefore eliminated
- *fuel cells*: additional generation is not needed and was therefore eliminated
- *increasing spinning reserves*: the project is being proposed to reduce spinning reserve requirements, and was therefore eliminated

■ **Alternative transmission systems eliminated**

- *upgrade of the existing Quartz Creek transmission line*: the high cost of reconstructing the intermediate substations along the line, the minimal change in performance, and reliability and stability issues resulted in elimination of this option
- *alternate voltage levels*: 230kV and 138kV were studied, and 230kV would require larger and more expensive equipment without the corresponding benefits, thus 138kV was selected for the project
- *underground transmission lines*: underground transmission lines have been proposed in certain areas where required by regulation and/or to avoid hazards that would be associated with an overhead line; high installation and repair costs eliminated the option of undergrounding the entire project

■ **Alternative transmission routes eliminated**

- *Quartz Creek transmission route parallel*: it would not meet the purpose and need of the project because it would be exposed to the same avalanche, ice, snow, and wind conditions as the existing line, and system reliability and energy transfer capability would remain limited
- *Sixmile Creek to Anchorage (Submarine) Route*: the addition of submarine cable between Sixmile Creek and Anchorage would increase the costs of the project substantially. Additionally this option would parallel the existing Quartz Creek transmission line from Hope Junction to the Soldotna Substation and would not meet the purpose and need as noted above; therefore, it was eliminated from further consideration
- *Tesoro Route local options*: several different local routing options were considered and eliminated
- *Enstar Route local options*: several different local routing options were considered and eliminated

■ **No – Action Alternative**

Implementation of the no-action alternative would mean that the Project would not be constructed and the Quartz Creek transmission line between the Soldotna Substation on

the Kenai Peninsula and the University Substation in Anchorage would continue to be utilized as the only electrical connection between Anchorage and the Peninsula region. There would be no improvements to the system to address the current electrical system deficiencies associated with this line. Overall, the Railbelt electrical system reliability and transfer of energy capabilities between the Kenai Peninsula and Anchorage would not be increased. Additionally, the cost savings that would accrue from construction of the Project would continue to be part of the overall cost of producing electricity, and those continuing costs would be reflected in the rates for electricity paid by consumers.

V. ENVIRONMENTALLY PREFERRED ALTERNATIVE

In accordance with the provisions of NEPA C.F.R.§1502.14(e), the FEIS identifies the environmentally preferred alternative. Based on the EIS analysis and consideration of public comments on the DEIS and FEIS, the environmentally preferred alternative consists of the following:

1. Constructing and operating a new 138kV line between the Bernice Lake Substation and the Pt. Possession submarine cable transition station along the Tesoro Route alternative (Route Option A).
2. Constructing and operating a new 138kV line consisting of a submarine cable crossing of the Turnagain Arm from Pt. Possession directly to Pt. Woronzof (Route Option C).

VI. MITIGATION PLAN

Mitigation planning has been an integral component of the Project from the initial Macro Corridor Study beginning in 1995 through the preparation of the DEIS. During the preparation of the FEIS, interested federal, state, and local agencies reviewed the locations and effectiveness of selective mitigation measures along alternative routes. Meetings occurred in March 2002 in Anchorage and Soldotna with the EPA, Alaska Department of Fish & Game (ADF&G), Kenai Peninsula Borough (KPB), Kenai River Center, Alaska Department of Governmental Coordination, and the Municipality of Anchorage-Community Planning and Development, and Parks and Recreation departments. The resulting mitigation plan as illustrated in the FEIS-Volume II, Mitigation Plan (July 2002), provides specific locations of the mitigation measures applied in the DEIS and summarizes the effectiveness of these measures in avoiding or reducing environmental impacts.

Results of the mitigation plan provide both general and site-specific mitigation commitments that will be adhered to for the construction, operation, and maintenance of project facilities. This ensures that all practicable means to avoid or reduce impacts will be implemented for the project.

In addition to those measures outlined in the Mitigation Plan, per the request of the EPA, the Applicant will conduct site-specific surveys for wintering waterfowl along the Tesoro Route prior to final design and construction of the project. This information will be used to determine the magnitude and extent of off-shore waterfowl behavior and will be gathered with the goal of ensuring that appropriate additional mitigation (if needed) is identified and will be implemented.

At the request of the Municipality of Anchorage – Department of Community Planning and Development, and Parks and Recreation Department, the location of the underground cable and transition station between Pt. Campbell and Pt. Woronzof will be reviewed and further refined to minimize impacts to Kincaid Park and the surrounding area.

VII. SCOPING, CONSULTATION, AND COORDINATION

In accordance with the requirements of NEPA, RUS published a Notice of Intent in the *Federal Register* in October 1996. The notice announced the intent of RUS to prepare an EIS for the Project and the schedule for the three public scoping meetings, which were conducted in Anchorage on November 12, Cooper Landing on November 13, and Soldotna on November 14. RUS conducted an interagency meeting on November 6, 1996 in Anchorage.

In addition, the Applicant and its consultants contacted agencies and organizations having jurisdiction and/or specific interest in the Project. A series of agency and interagency meetings as well as two public meetings (January and February 1996) were conducted. Two community working groups were developed, one on the Kenai Peninsula and the other in Anchorage. Each group met five times at key milestones during the process.

All issues and concerns raised during the scoping process were analyzed in the Environmental Analysis prepared for RUS by the Applicant's consultants and have been considered in the preparation of the DEIS and FEIS. A total of 14 issues were identified and have been addressed. They are listed below and discussed in more detail in the DEIS and FEIS documents.

- Issue 1 – Purpose of and Need for the Project
- Issue 2 – Urban and Rural Land Use
- Issue 3 – Aviation Safety
- Issue 4 – Recreation and Tourism
- Issue 5 – Management Plans
- Issue 6 – Watershed Management and Soil Erosion
- Issue 7 – Visual Resources
- Issue 8 – Biology
- Issue 9 – Cultural Resources
- Issue 10 – Right-of-way Limitations
- Issue 11 – Human Health and Safety
- Issue 12 – Avalanche Hazards
- Issue 13 – Socioeconomics

Issue 14 – Alternatives to the Proposed Project

In August 2001, a newsletter was issued that updated the Project status and announced the future availability of the DEIS. The mailing list included almost 375 agencies and individuals. The RUS *Federal Register* notice of the availability of the DEIS contained the dates, times, and locations of public hearings, and established a 60 day comment period that ended on December 5, 2001. In accordance with RUS procedures, the Applicant published DEIS availability notices in seven Alaska newspapers.

As required by Title XI of ANILCA, public hearings were held in Arlington, Virginia on October 30, 2001, in Anchorage, Alaska on November 13, 2001 and in Soldotna, Alaska on November 14, 2001. Notices of the public hearings were placed in local newspapers during the week of the public hearings.

Approximately 110 copies of the DEIS were sent to federal, state, and local government agencies, institutions, organizations, and individuals. Copies were also placed in the public reading rooms of the following libraries: Mountain View, Chugiak/Eagle River, Cooper Landing, Hope, Kenai, Muldoon, Samson-Diamond, Z.J. Loussac, Gerrish Branch, Soldotna, and Alaska State.

Public testimony at the three hearings was received from 12 persons. During the 60-day comment period, a total of 102 different comment letters were received from federal, state, and municipal agencies, businesses, native corporations, non-profit organizations, and individuals. Two of the letters were email form letters signed by 158 and 907 individuals respectively and one letter was in petition format with 12 signatures.

The FEIS was made available to the EPA and the public on July 12, 2002. Comments were received from two agencies and five non-profit organizations. No new issues or concerns were identified in these comments.

VIII. FINDINGS REQUIRED BY OTHER LAWS

The Endangered Species Act

The proposed project is subject to compliance with the Endangered Species Act. The only threatened and endangered species within the project study area is the Stellar sea lion (*Eumetopias jubatus*). The Stellar sea lion is a year-round resident of the Lower Cook Inlet, although there are no documented haulouts in Turnagain Arm or on Fire Island. Placement of the submarine cable across Turnagain Arm is not expected to affect Stellar sea lions. No significant impacts have been identified for the Stellar sea lion as a result of the project.

Clean Water Act

Wetlands and waters of the U.S., which may be affected by this decision, are not proposed for dredge, fill, or any direct site-specific disturbance. A revised Section 404 permit application will be submitted to the USACE by the Applicant for construction of the project along the Tesoro Route.

National Historic Preservation Act

There are no known historic or archaeological sites within the Tesoro Route alternative that are listed or proposed for listing in the National Register of Historic Places. However, unknown archaeological sites may be present within the area of potential effect associated with the final right-of-way. Prior to final design and construction, the Applicant will retain qualified archaeologists to conduct a survey to identify any sites within areas to be disturbed. The survey will be submitted to the appropriate federal land manager, and the Alaska Office of History and Archaeology for review. If a site is discovered and avoidance is not possible, a mitigation plan will be developed and submitted to the appropriate agencies in compliance with 36 CFR Part 800 implementing Section 106 of the National Historic Preservation Act, 16 U.S.C. 470F, and Section 110 of the same act.

Executive Order 12898 (Environmental Justice)

Executive Order 12898 (February 11, 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) directs each federal agency “to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations.” EPA guidelines have been utilized in the analysis and decision processes in this decision. The Southern Intertie Project and Tesoro Route alternative do not disproportionately impact any minority or low-income populations; therefore the project complies with Executive Order 12898.

Required Permits, Licenses, Grants or Authorizations

The construction of the Tesoro Route will require a Compatibility Determination for the crossing of Native corporation surface lands and other lands conveyed within the KNWR subject to Section 22(g) of ANCSA. This applies to less than two miles of the Tesoro Route near the Grey Cliffs Subdivision and Pt. Possession. The Refuge Manager will conduct the determination.

The State of Alaska – Department of Governmental Coordination will require a Coastal Project Questionnaire (CPQ) for construction of the Tesoro Route. This application will be submitted for a project consistency review by multiple agencies in accordance with the Alaska Coastal

Management Program. The CPQ will determine additional state and federal permitting requirements for the project. These permits will be identified by agencies such as the Alaska Departments of Natural Resources, Fish and Game, Environmental Conservation, along with the KPB and Municipality of Anchorage.

The Applicant will maintain compliance with the KPB Coastal Management policies and will apply for a plan amendment to the Utility Corridor Plan of 1990, as required by the Municipality of Anchorage.

A complete listing of the permits and right-of-way grants required by the project are located in Table 4-7 in the DEIS.

IX. ADMINISTRATIVE REVIEW, RELATED AUTHORIZING ACTIONS, AND CONTACT PERSON

For further information regarding this decision contact:

Mail:	Lawrence R. Wolfe USDA-Rural Utilities Service 1400 Independence Ave., SW - Stop 1571 Washington, DC 20250-1571
Phone:	(202) 720-5093
Fax:	(202) 720-0820
Email:	lwolfe@rus.usda.gov

Related Authorizing Actions are :

The USFWS approved its Record of Decision for the project on September 11, 2002.
The USACE approval of its Section 404 (b)(1) Evaluation and Record of Decision is pending.

/signed/
Blaine D. Stockton
Assistant Administrator, Electric Program
Rural Utilities Service

October 2, 2002
Date